Clutterbuck, of Stratford. The western window represents the Baptism of Christ by John, the passage of the Red Sea, and the four Evangelists: it is the work of Mr. Connor, of Berners-street. The walls are decorated in the interior with scrolls in the mediæval style, by Mr. William Howitt, who executed similar work at Wilton Church. The architects were Messrs. Wyatt and Brandon; and Mr. Alford, of Tisbury, executed the masons' work. The wood-carving and restoration of the roof are the work of Mr. Henry Ringham, of Ipswich. The first stone of the edifice was laid on 29th April, 1841.——The magistrates of Southampton have approved of a plan suggested by the mayor and an architect whom he consulted, for the enlargement of the Guildhall, at a trifling expense, yet so as to make it contain one thousand persons.——The repair and decoration of the Essex County Assembly-room, at Chelmsford, has been so far completed. The tint of the walls is a French white, the small mouldings of the panels in gold, and the entablatures also gilt; the roof is in distemper; the pilasters on the walls have sunken panels grained, the base being of Brocotella marble; the panel is Sienna, with gilded moulding, edged with green. The stiles are of green verd, and the capitals solid gilt, finished with statuary marble. The ornamented frieze above is finished in white and gold. The window recesses and frames and the door are executed in satin wood, and the windows have been fitted up with crimson curtains, surmounted with the county arms in gold. The designs were provided by Mr. Webb, of Chelmsford, and the contractors were Messrs. Winsland and Holland. The cost was principally defrayed by the remains of a subscription made in 1791 for a like purpose. Of 1,000*l.* to commence with, nearly 800*l.* have been expended, Messrs. Winsland's contract of 335*l.* inclusive, and more remains to be done.——The foundation stone of the Great Central Gas Consumers' Works, at Bow Common, was laid on Tuesday last, and was followed by their first annual festival, held at the London Tavern on the same day.

SURVEYORS OF PUBLIC SAFETY.

By the late catastrophe at Epsom, three persons were immolated, and fifty seriously injured or mutilated. Such an event leads to the inquiry, "Is there no supervision of the platforms and gazebos which are constructed at the race-courses and fairs of this country?" When we reflect on the vast numbers who frequent these scaffoldings, it is only surprising how few accidents do occur, for I have seen suttlers and rustics setting up their poles, putlogs, and traverses, without the slightest notion of that solidity of ligatures and spikes which the most illiterate bricklayer's labourer would put in practice.

The profits resulting from races and fairs are not, however, all engrossed by the victuallers, thimble and tent *riggers*: the lords of manors (and especially that of Epsom) reap enormous profits per booth, table, or pitching stand: the owners exact their *rights*,—have they no *duties?* Such an incident leads one to inquire into the stability of *stand-houses*, which for many years have stood the drizzle of the breeze. On these some 5,000 are not infrequently packed,—being just 125 tons of mortality. It is at least worth the attention of the local surveyor, mayhap of the legislature, to inquire whether there be sufficient stability to sustain such an awful amount of life and responsibility.

The hint is thrown out in order that some rural curator be appointed to look to the security in limb as well as life of John Bull and his family in their least cautious moments,—when pleasure-going. This concerns the State, the coming sports, and present day, as well as

QUONDAM.

HEREFORD ANTIQUARIAN INSTITUTION.—A *soirée* was held on Friday week, Rev. E. N. Bree, the president, in the chair, when a paper on Acornbury Church and Priory was read by Mr. F. Edmunds, and illustrated by drawings of the porch, and the Pauncefort and Clifford monuments, executed by Mr. A. J. Beloe, of Hereford.

COST OF MARYLEBONE BATHS AND WASHHOUSES.

RELATIVE to a discussion on this subject, mentioned last week, we are asked to state that the additional expenditure over the contracts of 13,000*l.* (which did not include the baths), was for various additional works in securing the surrounding walls, additional depths of foundations, increased entrances, division of swimming bath, alteration and reversal of the outfall of the drainage, and various matters, including fittings. Our correspondent has handed to us the following tabular statement, showing the cost of this establishment, in relation to its accommodation and cost of the baths, &c., in St. Martin's, as extracted from the reports made to both vestries.

	No. of Baths.	No. of pairs of Wash-tubs.	Tables in separate ironing room.	House Laundry.	Swimming Bath.	Building and Fittings.	Fittings and Furniture.	Cost of Establishment from adoption of Act.	Loans repaid and interest.	TOTAL.
St. Marylebone .	107	90	Yes.	1	1	£18,143 1 3	£1,893 17 7	£4,229 13 10*	£1,554 17 2	£25,890 9 10
St. Martin's	70	36	None.	None.	None.	£19,520 4 0		£3,674 9 6	£1,501 9 2	£23,696 2 8

* In this sum of 4,229*l.* 13*s.* 10*d.* is included 3,000*l.* for purchase of freehold site, while the St. Martin's is leasehold, at a rent of 82*l.* per annum.

RAILWAY JOTTINGS.

THE broad guage is but a Lilliputian stretch of axle when compared with a new scheme in the *Railway Times*, proposed by Mr. E. E. Merrall, C.E., as a spanking passenger line, from London to Liverpool, with a 20-feet guage, and a carriage mounted on 10 wheels and 200 feet long by 25 wide and 15 high, with a ship-shaped bottom or hold for luggage, and a double deck, with grand saloon and staircase leading to a grand promenade on the upper deck or roof fenced in by a railing 5 feet high, another large apartment for lower class fares, a ladies' room, refreshment rooms, office, &c. The locomotive to be of course of corresponding power, and to carry fuel and water for the whole journey, which is to be run in four hours, without stations, though with stoppages at platforms, and on a single line of rail, except at a crossing midway: four carriages a-day to travel each way, starting from each terminus at same time, and passing each other at the crossing: fares, 1d. and 2d. a-mile. The line of rail is to be without turnings or curves of less than 4 miles radius, and the rails to be of suitable thickness, laid on longitudinal and transverse sleepers. The guard system would be just such an effectual one as is so much required during the transit of trains, the guards being able to move from place to place, and see that all is safe. The propounder thinks that the enormous saving in engines and carriages, clerks and porters at stations, &c., will induce capitalists to produce the money for such a passenger line. The lines in existence it is generously proposed to retain for luggage.——The marketable value of railway property, it is said, has fallen, since 1845, at least, 100,000,000*l.*——The Ballochmyle Viaduct, which carries the Cumnock extension of the Ayrshire part of the Glasgow and South-Western over the River Ayr, crosses this river at an elevation of 170 feet above its bed. The river is about 100 feet wide, and runs between high rocky banks, used as abutments to great arch. The viaduct consists of seven arches, the centre one being 180 feet in span, and the others 50, all semicircular. The arch-stones of the great arch are, on the outside, 5½ feet deep at the springing, and 4½ feet at the crown, but inside about a foot deeper. If Lord Melville's monument, in St. Andrew's-square, Edinburgh, were placed beneath the great arch, the head of the statue would not reach the crown of the arch. The stone is a close-grained red freestone. The centering was erected in four stages, each stage being proceeded with as the building advanced, and consisted of whole logs of Memel, placed one above another, and properly connected at each stage with cross ties and diagonal braces, and well secured by bolts, &c. The quantity of timber used was about 50,000 cubic feet, and of iron about 6 tons. The work was completed within three years and four months from its commencement. The number of men employed averaged about 400. Messrs. Ross and Mitchell were the contractors, and Mr. Fulton, superintendent. Not a single serious accident occurred during the execution of the works. The quantity of stone used was about 530,000 cubic feet, and the total cost was about 41,000*l.*——The iron bridge to cross the Shannon at Athlone, for the railway to Galway, will be made by Messrs. Fox and Henderson, of Birmingham. Over 1,000 tons of iron will be used in this structure, which will be 700 feet in length. The Kish Bank Beacon will also be constructed by Messrs. Fox and Henderson. This work is to be placed on iron tubes, sunk in the sand by Dr. Pott's patent pneumatic process. This same process is to be used at Athlone for supporting the railway bridge across the Shannon.——A correspondent of the *Swansea Herald* suggests the planting of the embankments, cuttings, and spoil banks of the South Wales Railway with forest trees and coppice wood. He calculates that they would yield at least 10*l.* per acre per annum after twenty years' growth. The seeds sown of old by THE BUILDER are ever springing up anew, as we hope at length to see these plantations by the way side, both for adornment and for profit.

WEAKNESS OF MODERN ART.

WERE an ancient Greek or Roman to rise from his tomb, and, after surveying the wonderful progress of modern civilisation, were he to turn his eyes upon our public buildings, to contemplate the prevailing spirit of our modern fine arts, he certainly would be amazed at our progress in all that is called useful, and feel something like pity for our efforts in all that is ornamental.

After studying our sublime theology and our mighty achievements in science and literature, he would be surprised to see us obliged to wander back to his own dark days to draw our ideas of the beautiful and the grand from them. Can our artists and architects find no nobler subjects with which to ornament our public buildings than the disgusting amours or the brutal wars of the heathen gods, with figures of Neptune, or Bacchus, or Satyrs, the last two the personification of sensuality? The ancients followed and made the most of the lights they had, and drew their inspiration from the highest sources then known to them. Cannot we follow their example, not in the letter but in the spirit? Beat about the bush as we may, we must come to the conclusion that the only true end of art is *utility*, and that utility the highest of all, the ennobling of human nature. The fine arts of the ancients were the products of imagination and fancy alone; ours must be the result of the higher and the purer faculty of reason, which is the grand distinction between ancient and modern civilization. The artist, the architect, and the builder must drink of the spirit of the times before they can be appreciated by those who live in these times; they must identify themselves with the grand idea of the age, progress,—increasing, universal, progress.

The ancients looked to Heaven in their art, but it was a Heaven of their own imagining: we also must look to Heaven, not theirs, but that of Christianity; and till art be imbued and inspired by the spirit of the latter it will fail in its mission, as a powerful civiliser of mankind. We are making gigantic strides in science and literature. Why? Because they operate directly and immediately for good—they supply our material wants; but art lags behind—it turns its back upon the wants of the present, and is groping among the relics of the past instead of taking the place that properly

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